

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5010

光緒三十三年十月二號

THURSDAY, NOVEMBER 7, 1907.

四拜禮

英港十一月七號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID UP \$100,000,000

RESERVE FUNDS 15,550,000

Branches and Agencies:

TOKIO. CHEFOO.
KORE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEVOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOUANG.
HONOLULU. MUKDEN.
BONHAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office.—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit:

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKEO TAKAMICHI,

Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000

ABOUT MEX \$5,000,000

RESERVE FUND GOLD \$1,250,000

—ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business, receives
Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP: Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Köln.

Bayerische Hypotheken- und Wechselbank

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

Paid Up Capital Fl. 45,000,000 (L. 3,750,000).

Reserve Fund Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—HATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tejal, Pecalongan, Pasoeoean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota

Raja (Acheen), Bandjarmasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of credit on its Branches and cor-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every descrip-

INTEREST ALLOWED.

On Current Accounts 2% per annum or daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% " "

Do. 3 do. 3% " "

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Banks.

YOKOHAMA AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:

Sterling \$1,000,000 at 2% = \$10,000,000

Silver \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hod. Mr. Harry Keswick, Deputy Chairman.

A. Fuchi, Esq.

E. Shellim, Esq.

E. Goett, Esq.

R. Shawan, Esq.

A. Haupt, Esq.

H. A. W. Slade, Esq.

C. R. Lehmann, Esq.

H. E. Tomkin, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

J. R. M. Smith.

MANAGER:

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

For 12 months 5% p.a.

" 6 " 4% " "

" 3 " 3% " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. Smith,

Chief Manager.

Hongkong, 13th January, 1907. [22]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (L. 1,250,000).

Subscribed Capital Fl. 10,000,000 (Paid up),

Reserve Fund Fl. 2,112,570.36 (L. 166,018).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—HATAVIA.

BRANCHES—At Singapore, Sourabaya, Sam-

rang, Indramajoo, Bandung and Welte-

vieden.

CORRESPONDENTS—At Cheribon, Tegal, Pe-

cangan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Haikok, Saigon, Shanghai, &c.

BANKERS:

The Williams Dencons Bank, Ltd.

London—Swiss Bankers.

Paris—Comptoir National d'Escompte de Paris

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD, AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,".....	2,463 tons.....	Captain H. D. Jones.
"POWAN,".....	2,438 "	H. I. Black.
"FATSHAN,".....	2,400 "	C. V. Lloyd (At Dock).
"KINSHAN,".....	1,995 "	B. Branch.
"HEUNGSHAN,".....	1,998 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 A.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,651 tons.....	Captain W. A. Valentine.
"SUI-TAI,".....	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	2,119 tons.....	Captain W. Reynell (In Dock).
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	1,588 tons	Captain S. Bell Smith.
"NANNING,".....	569 "	Mackinoo.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCITING.

For further information apply to—

BUTTERFIELD & SWIRE
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

[14]

IMPERIAL BREWING COMPANY LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETO & CO.

General Agents.

Hongkong, 22nd October, 1907.

[189]

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

This superb steamer carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETO & CO.,
Agents.

Hongkong, 5th April, 1907.

[170]

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Bell Bells.
Bath Rooms attached to Each Room.

Telegraphic Address:
"CHEF" HONGKONG,
Telephone No. K4.

Unrivalled for Comfort and Cuisine,
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN,
Proprietor.

[181]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th June, 1907.

[182]

DR. M. H. CHAUN,
THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

[183]

THE OIL TANKER.

THE STORY OF A MODERN ARGOY.

BY R. S. PENGELEY.

Of all they that go down to the sea in ships, the captain and crew of an oil-tank steamer represent perhaps the most modern development of primeval man's hollowed log. All the other ships and steamers that stud the seven seas may be regarded each in its own way as a development from some pre-existing type. But the "oil-tanker"—the steamship carrying oil in bulk pumped in and out of its own hull—is a unique thing. It is fortunate that this latest birth of Time has fallen into the capable hands of Mr. J. D. Henry, editor of the "Petroleum World," as its first historian.

Save for some small Italian sailing coasters which carried wine in bulk in the vessels hold, the oil-tanker had no predecessors. But there are many claimants to the credit of having designed the first. Mr. Henry decides that the first British-built bulk oil vessel to trade between America and this country was the Atlantic, built by Messrs. Rogeron, of St. Peter's, Tyne-side, in 1863. She was 148ft. long and had a draught of 16ft. 9in. Of this vessel, almost as mystic as the Flying Dutchman, no records and no history remain; but Palmer's, of Jarrow, built in 1872 the Vaderland (1,748 tons) for the Red Star Steamship Company, of Antwerp. This was the pioneer tank steamer, but it seems that the owner had the tanks constructed near the steerage, and the smell of the first cargo was so strong, and the steerage passengers complained so much more strongly, that subsequently the oil tanks were used for carrying ordinary cargo.

[184]

IN PREHISTORIC TIMES.

Neither of these experiments left much mark on commercial history, and it was left for Ludwig Nobel, the Swede who developed Baku, brother of the inventor of dynamite, to introduce the oil-tank steamer about 1878 first on the Caspian and Volga, and then in the Mediterranean. The oil fields of Baku are the commercialized development of the sacred fires of Zoroastrianism. Until very lately there was a priest in a temple tending the sacred fire side by side with Nobel's huge oil tank. Ludwig Nobel seems to have mentally connected his refined oil with the world's great teachers. He named his first tank steamer the Zoroaster, and followed this with the Buddha, Moses, Socrates, Muhammad, Spinoza, Barwia—one of the few instances we remember for a moral and ethical purpose running through the task of naming steamers.

When, about 1885, the Russian oil companies began seriously to compete in the English and Continental markets with American barrel and case oil, the tank-steamer was seen to be the key to the situation. Oil could be transported more cheaply, and they would save the Russians the cost of barrels, for which the Caucasus provides no wood, or of tin cases, for which they lacked plant. They came to England, and the Fergussons, a cargo steamer, was converted into a tanker by Messrs. Craggs and Sons, of Middlesbrough, in 1885. But she had separate tanks fixed in her hold. The first real ocean-going oil-tanker of the modern type carrying oil in the hold was the Gluckauf, built by Armstrongs, for Herr. Reidermann, of Bremen, in the same year.

THE PROBLEM OF SAFETY.

From that day all the commercial nations have either built or bought oil-tankers. There was in 1892 a great fight instigated by the Rockefellers (who then had no tankers) against oil-tankers to pass through the Suez Canal, but Messrs. Samuel, of the Shell Transport and Trading Company, the pioneers of the Far East, oil-tankers, triumphed, and now the Standard Oil Company sends its own tankers through the canal which it then said was too hot for such a dangerous cargo as mineral oil. One of their vessels, the Narragansett, is the largest of its class in the world.

No industry has had more anxious problems to solve than this. At first they were built, for safety, with double skin, but it was found that oil leakage and vapour collected between the two in places which could not be got at, and explosions occurred. Some tankers, like the Shell steamers have their engines galley, and engine's quarters all for safety. The Standard oil-tankers, on the other hand, have the engines amidships, and in consequence an oil-light funnel for the propeller shaft has to pass under the oil cargo. Leakage has been a difficult problem, because petroleum will work through almost any joint, and the merits of the plugged rivet and the pan-headed rivet are still debated among the learned.

NO RETURNED EMPTIES.

As oil is apt to expand under tropical temperatures, it was necessary to construct expansion tanks, and owing to its being carried in bulk it displayed a habit of shifting like a grain cargo—hence, transverse bulkheads of stouter metal had to be built in the holds. It was objected that oil-tankers would never pay because they could not get return freights, but by suitable ventilation and the use of a steam-cleaner the holds are so purified that cargoes of tea, rice, silk, and all sorts of other delicate goods have been brought back without damage.

Mr. Henry's book is technological and technical, illustrated with splendid maps, diagrams and tables. But it is full of general interest, and the story of how Capt. Walker, of the Geisha, like another "Jim Bludso," perished in the blazing benzine in a Sunatran harbour is one well worthy of the glorious history of our mercantile marine.—Morning Leader.

"Thirty-five Years of Oil Transport: The Evolution of the Tank Steamer." By J. D. Henry, 21, Great Titchfield St., E.C. 2.

[185]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE,
Manager.

Hongkong, 22nd June, 1907.

[186]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. BENLEDI.

FROM MIDDLESEX, LONDON AND STRAITS.

CONSIGNNEES of Goods are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th November, 1907.

[187]

Intimation.

**W.M.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.**

**Children's
Outfitting
Department.**

OUR STOCK
is now replete with
many Dainty No-
velties.



**USEFUL
SERGE
DRESSES**

such as this are a
speciality with us.
Serviceable and yet
stylish.



We always make a spe-
cial study of children's
coats. This sketch
represents one of our
numerous models.

**W.M. POWELL,
LTD.,
HONGKONG.**

Hongkong, 4th November, 1907.

Auction.

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 8th November, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street;

A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising—

IVORY CARVINGS, SILK-EMBROIDERED HAND BAGS and MONEY PURSES, MAKUDZU VASES and BOWLS, KINKOAN SATSUMA VASES and INCENSE BURNERS, BRASS and BRONZE CARVED VASES and HOWLS, SILK-EMBROIDERED SCREENS, MOTHER-O-PEARL INLAID SCREENS, ANTI-MONY WARE, KAGA TEA SETS, &c. &c.

Cata-lus will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th November, 1907.

For Sale.

**HUMBER
CYCLES.**

**THE BEST IN THE
WORLD.**

Cycles Makers

BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News.—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
II, D'AGUILAR STREET and KOWLOON.
Hongkong, 10th July, 1907.

1467

**JAPANESE
CURIOS.**

SELLING OFF AT COST PRICE.

To 24th December.

A LARGE STOCK

OF

CHRISTMAS CARDS,

CALENDERS, TOYS,

JAPANESE DOLLS,

LANTERNS

AND

CURIOS BOXES

(ALL OF LATEST DESIGN AND PATTERN).

ALSO

TEA SETS,

SALBUM,

SATSUMA &

OLOISONNE WARE,

BRASS &

BRONZE WARE,

LACQUER WARE,

PICTURES & FRAMES,

SCREENS, &c., &c.

We take this opportunity of tendering our thanks to all our customers for their valued support; and for the many expressions of approval received from patrons in every part of the world during the past year.

NIKKO CO.,

No. 5, ARSENAL STREET,
HONGKONG.

Hongkong, 30th October, 1907.

Intimations.

TROOPS GOING HOME.

THE CHAPLAIN to the FORCES would be glad to receive Magazines, Illustrated Papers or Books for use of the Troops Going Home in the *Stella*. A Postcard addressed to him at Headquarter Offices will ensure parcels being packed, or they may be sent to Chaplain's Room, Fletcher St., any morning.

[976]

NOTICE.

NOTE. GE is hereby given that on and after this date all RECEIPTS and CONTRACTS or ORDERS for goods purchased in connection with the business of this Hotel, must be signed by HO SHAU CHEUNG (何兆昌) and HO MAN YUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will NOT be RESPONSIBLE for same.

Notice is hereby also given that the Proprietors of this Hotel will NOT be RESPONSIBLE for ANY DEBTS contracted by any of the employees unless signed by either of the above signatories.

CONNAUGHT HOTEL
Proprietors.

Hongkong, 25th October, 1907.

[978]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every to minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
1.15 p.m. to 1.15 p.m. ...Every to minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every to minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every to minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every to minutes.
11.45 a.m. to 12.00 noon. ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every to minutes.
1.00 p.m. to 1.30 p.m. ...Every 15 minutes.
1.30 p.m. to 2.00 p.m. ...Every 15 minutes.
2.00 p.m. to 2.30 p.m. ...Every 15 minutes.

NIGHT CARS AS ON Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and
1.15 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907.

[919]

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY

SIEMSEN & CO.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

[514]

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
Kowloon.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st November, 1907.

[516]

TO LET.

N. 14, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Oubraught Central.

Hongkong, 22nd October, 1907.

[910]

TO LET.

N. 38, CAINE ROAD.

AUCTION ROOMS, No. 4, ZETLAND
STREET.

No. 2, FAIRVIEW, ROBINSON ROAD,
Kowloon.

Apply to—

LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, 16th October, 1907.

[912]

TO LET.

N. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE,
PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 19th October, 1907.

[933]

TO LET.

HOUSE No. 5, ROSE TERRACE,
Kowloon.

Apply to—

COMPRADORE,
Barreto & Co.

Hongkong, 14th October, 1907.

[665]

TO LET.

HATHERLEIGH, Conduit Road.

OFFICES in KING'S BUILDING and
YORK BUILDING.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 18th November, 1907.

[666]

TO LET.

NIKKO CO.,

No. 5, ARSENAL STREET,

HONGKONG.

Hongkong, 30th October, 1907.

[961]

JAPANESE COTTON GOODS IN
MANCHURIA.

THE COTTON FABRIC EXPORT SYNDICATE

RESULTS OF WORKING.

About seventeen months ago a syndicate was formed by the Osaka, Mie, Kenshi and Tamma Spinning and Weaving Companies for the purpose of extending the market of cotton goods in Manchuria. The syndicate appointed the Mitsui Busan Kaisha as selling agent, and according to information obtained by the *Osaka Asahi*, the result of the venture so far has been very satisfactory to its promoters.

Formerly American calico had almost a monopoly of the market in Manchuria, but as the result of the operations of the Japanese syndicate since February of last year, the relative positions of Americans and Japanese cotton goods are alleged to have been reversed. The import of American calico into Manchuria between February, 1906, and August last was not more than 6,600 bales, while imports of Japanese cotton goods amounted to 29,300 bales. The Japanese goods are also reported to have got the better of the rival American manufacturers in the matter of price. The calico of the Japanese syndicate, which was quoted at Y4.45 per piece in April of last year, has gradually risen until it touched Y4.97 in August last, an advance of 16 per cent. During the last few weeks the 1st, Japanese calico has been quoted at Y5.10. Our *Osaka Asahi* publishes the first report of the syndicate, which shows the condition of the Japanese calico trade in Manchuria:

COMPARISON OF WEAVING LOOMS IN
OPERATION.

Looms working Looms working
Companies in the Syndicate... in Feb 1906 Aug 31 1907

Osaka Spinning..... 1,914 2,010

Min Spinning..... 2,499 2,704

Kanaria Weaving..... 1,026 —

Okayama Spinning..... 320 700

Temma Weaving..... 446 446

Total 6,185 6,770

Companies outside the Syndicate.....

Intimation.

A. S. WATSON & CO.,
LIMITED.

E
WATSON'S
CELEBRATED
BLEND.
EVERY OLD LIQUEUR
SCOTCH WHISKY:
A PURE MALT WHISKY

GENUINE AGE
VERY FINE
AND
MELLOW.

Per Case - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS,
Hongkong, 1st October, 1907.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per month, proportional to the daily issue, are delivered free when the address is accessible to messenger. An additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 7, 1907.

THE PEAK OUTRAGE.

The dastardly outrage which was committed at the Peak yesterday, in which a European lady was brutally assaulted, calls for more than mere passing note. It is dangerous sign when Europeans cannot walk there in broad daylight without being subject to the attention of that class of the community which lives by preying upon its neighbours. It is not for us to say whether the Peak is adequately policed or not; that may safely be left in the hands of the police authorities. But if the culprit is caught, as we hope and trust he will be, he should be dealt with in an exemplary fashion. For the greater part of the day the Peak, being a residential area, is deserted by the male sex, and if rogues and scoundrels take it into their heads that they can work their will on the women left at home there will undoubtedly be something like a tumult. In this case, we understand that the victim of the malefactor suffered no serious injury, but that was not for lack of determination on the part of the marauder. To be flung down the side of a mountain is an experience which none can desire and least of all the unprotected female portion of Hongkong. There are worse things, however, that might conceivably happen along the practically deserted roads on the higher levels, and it is to guard against these that steps must be taken. A daylight robbery is serious enough in all conscience, but there are deeper depths of evil to which defenceless womankind may be dragged. It is perfectly true that the police cannot be everywhere at the same time, but it is also true that the patrolling of the roads

and byways should be such as to afford the least possible chance of women or children being left to the mercy of villains. We can congratulate the Captain Superintendent on his idea of advertising a description of the offender, for if he lives in the vicinity of the Peak he cannot but be known to a wide circle of servants and domestics generally. We can only trust that he may be caught before he learns that the "hue and cry" is out and before the episode is forgotten.

CHINESE AND FOREIGN INTERCOURSE.

Last week, the members of the International Institute at Shanghai gave what is fittingly described as a highly successful banquet, which was graced by the presence of Madame Wu and Madame Jui Cheng and about 20 foreign ladies, in honour of H. E. Wu Ting-fang, Chinese Minister to Washington, and H. E. Jui Cheng, retiring Taotai of Shanghai and recently appointed Judge of Kiangse. According to Dr. Gilbert Reid, the principal object of the Institute is to promote harmony between Chinese and foreigners by means of social gatherings, and it will readily be admitted that if this desirable end can be reached through informal assemblies of the sort the Institute will prove a worthy benefactor and lead to the creation of similar institutions throughout the Far East. Referring to this subject His Excellency Wu delivered himself of some extremely valuable ideas, which are worthy of consideration by foreigners living in this part of the world, and expressed some home truths which are seldom properly appreciated by the European section of the community. He remarked:—"We are all here, I mean foreigners and Chinese, for the best, and we should all be prepared to face the future, with its vastly altered conditions and its wider, brighter outlook, altogether. What we have to do in order to be able to do this, is to learn from each other, to study each other, and to know each other. Only from knowledge can sympathy or appreciation proceed. We, Chinese, are too reticent, too retiring in our ways and manners. It is seldom that a foreigner can have access to our families or houses. In the same way it is very rare for a Chinese gentleman to have access to the house of a foreigner. Your business men engaged in commercial dealings with us, know us superficially, but beyond that it is very rarely we have any intercourse in the way of social gatherings together. This is a state of things, however, which, I am glad to think, is bound to disappear. We ought to be prepared to change for the better. I hope the old order, the old conditions, are past, and that in future my countrymen and foreigners who come to China will mix more freely and be more friendly towards each other. Next to education I think intercourse between foreigners and Chinese, officially and socially, is most important to China. Of course, in official life and dealings we often come in contact with each other; and so, also, do we in commercial life and dealings; but if we are to know and appreciate each other better we ought to carry our intercourse a little further. We ought to have frequent social functions in common. We ought to invite each other to our respective homes, the same as you do among yourselves. We ought not to treat each other as strangers but look upon each other as trusted friends and intimates." If His Excellency's idea were carried into effect it would mean a social revolution which might well usher in a new epoch in the relationship between the two races. It may be true, as the speaker averred, that the Chinese are too reticent, but is it not the fact that the alien population is inclined to be too exclusive, not to say fastidious? Most men engaged in business are in daily contact with the Chinese and fully appreciate their best qualities, but there the acquaintanceship ends, with the result that the foreigner knows the Chinese only superficially, if at all. It has only been since the inauguration of the present regime that the Chinese have had the honour of attending the official functions at Government House, or, indeed, of entering into social fellowship with the official class. There was a time when the head of the administration did not even know the names of the men who were making history on the mainland, although they were residents in Hongkong and contributors to the revenue of the Colony. Now, we are happy to think, such a state of affairs is no longer likely to exist, and the fact that the Governor is prepared to meet the Chinese subjects in social intercourse should have an excellent effect in bringing about that better understanding which should be fostered and secured. The question is, of course, are the Chinese themselves desirous of furthering the idea ventilated by the Chinese Minister? Anyone who has had the opportunity of meeting the Chinese in private life will agree that they are excellent hosts, and from that we may gather that there is no innate repugnance to associating with foreigners but, rather, a natural hesitancy from appearing as if they wished to force their company on those whom they meet in business. The foreigner, on the other hand,

is perhaps equally diffident and the consequence is that there is none of that fraternising which might be expected to characterise the relations between the two races. More and more the line of demarcation has been strengthened, but not by the Chinese so much as by those who have held the reins of government for a space. For example, the Peak Reservation Ordinance is an indefensible piece of legislation which must be gall and wormwood to the Chinese community, and which nobody yet has been able to justify. The apparent barrier to admission to Government House has, as we have observed, been withdrawn and it is clear that the Chinese are prepared to forget and forgive, there is hope for the future association of Chinese and Europeans on a social footing. But how is it to be brought about? Not by mutual stand-offishness, but by the assembly together of the two main elements to success. Shanghai seems to believe that the bridge has been erected by the establishment of the International Institute, for which we have no equivalent in Hongkong. In this connection we may quote the *Shanghai Times*:—"The International Institute is the only establishment, so far as we know, the mission of which is to teach—not the Chinese to know the truth in the abstract, or themselves in particular—but the foreigner to know the truth as it frequently stands revealed in Chinese character, and the Chinese to recognise the modicum (let us say) of truth that is hidden beneath a white epidermis. It is this that the Institute is unique; its object, purpose, and aim are to teach us—Chinese and foreigner—to know each other and thus to appreciate each other." If such an institution were established in Hongkong it should go a long way towards attaining the object of those who believe in bringing the two classes together and forming something more than a merely commercial entente. Shanghai has led the way and Hongkong need not be too proud to take an example from the Northern Settlement. The Chinese through the Minister to Washington have shown what they think of the project and it may be assumed that an equally cordial sentiment pervades the Chinese community in this Colony.

LOCAL AND GENERAL.

MR. Arathoon Seth, the popular Registrar, Supreme Court, accompanied by Mrs. and the Misses Seth, returned from home leave by the H. A. L. S. *Silvers-to-day*.—Mr. Seth has been greatly benefited in health by the vacation in England.

GAMBLERS are again having a lively time. Two more raids were executed by the city police last evening, and a batch of twenty-five men were made prisoners. Sergeant Lenagan captured sixteen men at 86, Third Street. Detective Sergeant Murison seized the remainder at 4, Tsun Hing Lane. They were paraded before Mr. F. A. Hasland, at the Police Court, to-day, and fined.

The *Press* says that Mr. John Hartley, an English resident of Yokohama, who was formerly a large importer of drugs from England, claims that, owing to a mistaken analysis made by the Department of Home Affairs of the Japanese Government, his commercial credit was destroyed. On this ground he demands from the Japanese Government two million yen compensation for damage.

AN "A" team of the Hongkong Rugby Football Club will play a scratch XV composed of naval players, captained by Lieut. Tweedie, tomorrow afternoon, at 4.30 p.m., playing in colours. The team is as follows:—L. W. J. Daniel, (capt.) full back; F. C. Carroll, G. D. McFarlane, A. N. Other and S. U. M. Bodylese, three quarter backs; A. V. Monk, and L. J. Blackburne, half backs; Capt. R. M. Ranking, W. N. Weston, Lieut. R. N. Fraser, R. G. Munro, H. W. Lester, R. O. Hutchison, C. H. Hayward and W. B. Stanton, forwards.

ACCORDING to the customary usage, at each day's audience with the Grand Councilors the senior member, who is usually a Prince, acts as spokesman to Their Majesties, the other members do not participate actively in any discussion, unless questioned by the Emperor or Empress-Dowager. But recently, notwithstanding the fact that Chang Chih-tung is ranking the 4th and Yuab Shih-kai as the 6th in seniority, Their Majesties always consult with them on all reform questions. In order to be better able to converse with them, the Empress-Dowager has ordered that the Grand Councilors may hereafter be seated in a straight line in front of her instead of one after the other, as formerly.—*Sin Wan-pao*.

IN the last issue of the *Hongkong Telegraph*, it will be remembered, it was mentioned in these columns that a boatman, by name Tang Kin, was at the Police Court, yesterday, fined \$100 for having in his possession sixty-seven bags of flour, which were suspected to have been stolen from some vessel discharging cargo in port. Tang paid his fine, and all would have gone well with him had he not produced from his pocket, before leaving the Magistracy, certain books which related to the Triad Society. This was seen by an officer, who has some knowledge of the Triads, and the unlucky Tang was locked up. In the books, so it is alleged, Tang's name was mentioned as a member. This morning, he was charged before Mr. F. A. Hasland, with being a member of an unlawful society, and the case was adjourned.

and byways should be such as to afford the least possible chance of women or children being left to the mercy of villains. We can congratulate the Captain Superintendent on his idea of advertising a description of the offender, for if he lives in the vicinity of the Peak he cannot but be known to a wide circle of servants and domestics generally. We can only trust that he may be caught before he learns that the "hue and cry" is out and before the episode is forgotten.

DARING HIGHWAY ROBBERY.

EUROPEAN LADY MALTREATED,
THROWN DOWN AN EMBANKMENT AT THE PEAK.

News is to hand today of a most daring case of highway robbery which was perpetrated at the Peak yesterday, the victim being a European lady, who was most cruelly ill-treated by the thief. That the robbery was a carefully planned out affair, and that the robber intended to go to any extreme to carry out successfully his plan, will be seen from the particulars which have reached us.

The lady in question is the wife of a prominent business man in the Colony, and has been residing at the Peak for some time.

At about 2.20 o'clock yesterday afternoon she left her house and started to walk to the Plantation Road Station, where she expected to meet a tramcar that would bring her to town. She carried in her hand a small silver purse, which contained one fifty-cent piece and four twenty-cent bits, and her pocket handkerchief. Arriving about eighty yards from the tram station, a young man, having the appearance of a house boy stopped and addressed her.

"Mississ," he is quoted as saying, "you saves which side Mississ Frohman lib?"

The lady did not stop, but continued walking slowly on, with the Chinaman at her side. It might here be remarked that the lady walked on the side of the road overlooking the city, while the Chinaman, who was on her right hand side, occupied the inner part of the roadway. She explained to him as best she could the residence of the person he sought. The Chinaman appeared to have understood the directions he got, and was seemingly very thankful. As the lady was leaving him, she left herself all of sudden seized by the arm, and the next moment she was thrown down an embankment—an eight feet drop. The man then followed her down where she lay and relieved her of her purse. This accomplished the scoundrel disappeared.

Fortunately, the lady was in no way seriously injured by the fall, and although suffering from shock, she was able to return home for treatment. The occurrence was reported to Police Sergeant Gordon, at Mount Gough Police Station, whence a description of the robber was wired to the various police stations.

The man is known; he can be identified;

and it is to be hoped that with the sharp lookout that is being kept by the city police he may be run to earth and made to pay dearly for his deeds.

We may call our readers' attention to an advertisement appearing elsewhere giving a description of the malefactor.

LUSITANO FOOTBALL CLUB.

ELEVEN A SIDE COMPETITION.

On the 23rd ult., Ribeiro's team (E) met Cordeiro's team (B) and the latter won by 3 goals to nil. Victor's team (C) met Barreto's team (H) on the 25th ult., and resulted in a draw, one goal each.

On the 30th ult., Oriolo's team (D) met Rosa's team (G) and resulted in a draw. Britto's team (F) met Barro's team (A) on the 6th inst., and the former won by one goal to nil. The table now stands:

	P. W. L. D. A. F. P.
Cordeiro's team (B)	1 0 0 0 3 3
Britto's team (F)	1 0 0 0 0 1 3
Rosa's team (G)	1 0 0 1 0 0 0 1
Victor's (C)	1 0 0 0 1 1 1
Oriolo's team (D)	1 0 0 1 0 0 0 1
Barreto's team (H)	1 0 0 1 0 0 0 1
Ribeiro's team (E)	1 0 1 0 0 0 3 1

THE ARMSTRONG POWDER FACTORY.

INTERESTING PROCEEDING AT HIRATSUKA.

The gunpowder factory at Hiratsuka, near Kamakura, of Messrs. Armstrong & Co., has now been completed, and is to commence working about the end of the year or early in January. Mr. George M. Carey, chief engineer and manager, and Mr. Joseph Sayers (7), a director of Armstrong & Co., who came from England to superintend the construction of the factory, are leaving for England shortly. The Municipality of Hiratsuka recently presented these gentlemen with a pair of beautiful vases together with a cordial address.

The factory has been constructed at the request of the Japanese Navy, and after the lapse of ten years it will pass into the hands of the Navy. The substance of Mr. Carey's reply to the address, as published in vernacular contemporaries, is as follows:—

During the Russo-Japanese War Messrs. Armstrong & Co. supplied the Japanese Government with large quantities of explosives. The Japanese Government subsequently drew up a scheme to construct a powder factory in Japan under the superintendence of our firm while the war was still in progress, and I was commissioned to select the site thereof. As the result of my travels in different parts of the country, I decided upon the present site.

"The situation in which the Armstrong powder factory now stands in England was a small place just about the size of Hiratsuka, when the factory which turns out thousands of tons (t) of powder every day having been erected; the place has now grown into a large town, which is about to be incorporated into a city. This factory at Hiratsuka is smaller than the one in England, but it will turn out over 300 tons daily, and there can be no doubt that Hiratsuka will grow as Japanese military affairs increase."

We (*Japan Chronicle*) can only hope that the Chinese subjects in social intercourse should have an excellent effect in bringing about that better understanding which should be fostered and secured. The question is, of course, are the Chinese themselves desirous of furthering the idea ventilated by the Chinese Minister? Anyone who has had the opportunity of meeting the Chinese in private life will agree that they are excellent hosts, and from that we may gather that there is no innate repugnance to associating with foreigners but, rather, a natural hesitancy from appearing as if they wished to force their company on those whom they meet in business. The foreigner, on the other hand,

CANTON DAY BY DAY.

CHINESE NEWSPAPER ENTERPRISE.

[From Our Own Correspondent.]

Canton, 6th November.

A Hongkong merchant, named Chan Cheung,

has petitioned H. E. the Viceroy to

allow him to form a newspaper company in

Hongkong and pray that his paper be per-

mitted to be imported into this city for circu-

lation. In reply, H. E. the Viceroy has stated that the

petitioner's request may be granted on the con-

dition that his paper is not a party organ for

unjustly criticising the affairs in connection

with Government, but the views expressed

should be with the object of enlightening the

public.

ASSAULT ON MISSIONARY.

With reference to the case of assault that

took place a fortnight ago at Sam Kong, in the

district of Namhoi, which was caused by

the villagers against a French missionary who

was preaching there, Taotai Wan Sung-yao

and the Magistrate of Namhoi called the other

day at the French Consulate here to investigate

with Government, but the views expressed

should be with the object of enlightening the

public.

PIRACY.

On account of the frequent occurrence of

piracy on the waterways of the West River,

H. E. the Viceroy has appointed Colonel Yang

Wing-tai and Captain Chiu Hoang-pao to

take charge of the patrolling work on the

Telegrams.

[Reuters.]

The Financial Crisis in the United States.

London, 5th November.
The Cabinet has decided not to call a special session of Congress to consider the financial situation, but it is expected that President Roosevelt will recommend a currency reform legislation at the opening of the regular session on the 2nd December.

Russia.

The *Nova Vremya* publishes the result of the Minister for Railways' journey in Southern Russia, the Caucasus, and Central Asia.

The Minister found the railways controlled by revolutionaries who were planning an armed rising.

The Minister narrowly escaped being bombed at Ashkhabad.

Later.

The Sensational Trials in Germany.

Another sensational trial opens to-day in Berlin, in which the journalist Brandt is charged with criminal libel for accusing Prince Huelow with the grossest offences.

The "Jah Lancers".

The affair of the 5th Lancers is keenly discussed in military circles.

No official explanation has been given, but it is understood that the decision was taken by the Army Council, and is believed to be traceable to the autumn manoeuvres on Salisbury plain.

THE BIDDLE CASE.

THE PRISONER CONVICTED BY JUDGE WILLEY ACQUITTED ON APPEAL.

Another of the criminal cases decided by Judge Willey, of the new U.S. District Court for China, has failed to meet approval of the superior court in the States. A telegram was received at the American Consulate to-day (October 3) addressed to C. Biddle and signed "Lammie" informing the prisoner that he was acquitted on appeal. Biddle, it will be remembered, was convicted last January on a charge of fraud, practised by the Judge and District Attorney, arising out of a civil suit in connection with the leasing of the Chinese Grand Stand to Chinese for gambling purposes. He was refused a rehearing by the Judge and held in prison by the Court pending his appeal, which he has now won, but at the cost of facing the world anew as a completely ruined man, his property destroyed or all gone, he himself a bankrupt, while his wife died from the shock of his wretched conviction as a felon. The extraordinary powers conferred by Congress upon the Courts to dispense with juries or assessors and to entrust the most vital questions, involving life and property to the tender mercies, prejudices and fallible judgment of one man are in this case largely to blame for the terrible injustice done to the unhappy ex-manager of the Metropole Hotel. Even though the mills of the law have ground his prisoner to powder, as it were, in this cruel way, the Chinese gambling syndicate has not yet got back its money, which Biddle was quite ready to repay, if he had not been arraigned upon the criminal charge which the Court of Appeal has now pronounced to have been false and the prisoner wrongfully convicted. No further particulars are given in the cablegram from his lawyer, Mr. Lammie, who proceeded straight to the States to fight the case. It remains to be seen what reparation the American Government will now try to make. But so far the District Court officials say they will not take any notice of the telegram or move until they get official advice and specific instructions from America.

This is the second criminal case of importance in which Judge Willey has been completely overruled by the superior courts at home—the other one being that of Price for the alleged attempted shooting.—*China Gazette*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 7th at 12:05 p.m. the barometer is rising over N. China, and falling in Japan.

A depression appears to be passing from E. Manchuria to the N. part of the Sea of Japan. The depression, probably, a typhoon, which was situated to the Southward of the Bonin Islands yesterday, has moved Northwards and is now to the N.E. of the Group.

Pressure is high over Central China.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at to-morrow, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; fine.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamoek, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

The hon. treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the hospitals:

Off. Guild (2 years) 100
Church Parade Volunteer Camp 57.30
Military Church Parade Cathedral 31.03
Thank Offering 5

Sum under \$1 3.50

THE PROSECUTION OF THE "KOREA DAILY NEWS."

MR. BETHELL'S COMMENTS.

The *Korea Daily News* published the following editorial article on Oct. 22:—We had not intended to make any comment upon this case (*T. v. King v. E. T. Bethell*) which concluded so suddenly and unexpectedly on Tuesday of last week. We felt that no remarks which we might make would be of benefit to anybody and silence seemed to us to be the simplest resort. However, as we find the result of this trial and the proper meaning of the charges on which this trial was based have been greatly stirred at the hands of the Japanese correspondents in Seoul, who supply the world with the greater part of 'news' of Korea, we owe it to ourselves to correct the erroneous impressions which have already obtained publicity. The foreign newspapers, published in Japan have published translations from their vernacular contemporaries wherein it is alleged that the proprietor of the *Korea Daily News* was reprimanded by the British Consular Court in Seoul, was heavily fined, and was told that a repetition of his offence would lead to his deportation. And so now we give the text of the judgment of the Court. It is as follows:—

"Tuesday, the fifteenth day of October, 1907
Ernest Thomas Bethell of Seoul comes personally before this Court and acknowledges his self to owe to our Sovereign Lord King Edward the sum of three hundred pounds sterling to be levied on his goods if he fails in the condition herein indorsed.

E. T. BETHELL,
Before me
HENRY COCKBURN,
Judge.

The condition of the within-written recognisance is such that if the within named Ernest Thomas Bethell be of good behaviour for the term of six calendar months now next ensuing, then the said recognisance, shall be void but otherwise shall remain in full force."

At law, this judgment is incontrovertible; but we may remark *en passim* that it is rendered in accordance with Orders-in-Council whose antiquity, in comparison with the rapid developments in the Far East during the past forty years, command respect. It will be remembered that, as recently as February of this year, some new Orders in Council were promulgated dealing particularly with the conduct of newspapers published under the privileges of extra-territoriality in the Far East. A very conservative contemporary, the *Hongkong Telegraph*, in publishing this Order, described it as "directed at the *Korea Daily News*. After many months the *Japan Mail* and the *Seoul Press* heard of this Order and rejoiced in print; and we, in reply, said that we had nothing to fear. In this respect, we were right; the new Order Council was so specific that we found no difficulty in keeping within its provisions; but, to our surprise, the procedure of the Court backed back to ancient Orders in Council which cannot in equity be held to fairly apply to present conditions. We were found guilty of having published matter which in the opinion of the Judge might lead to a disturbance of the public peace. The Judge decided that we had done so and the proprietor of the *Korea Daily News* was accordingly bound over to repeat the offence for six months. All of this is in accordance with law and the decision of the Judge is absolute and final; so that even if we had wished to protest, we could not have had any recourse. We have one point to criticise and, upon this we think, we shall command the sympathy of all who have hitherto believed in the Britishers' right of free speech. During the trial, it is significant to note that the Prosecutor, who was, we are convinced, acting at the instigation of the Japanese authorities here, made not the slightest attempt to disprove any of the statements which formed the basis of the charges against us. Put in a nutshell, the charge against us is that we have in publishing news of the trouble in the interior which our accusers have not disproved, and which we have every reason to believe are true in fact and in detail, have offended King Edward VII. and the effect of the judgment will be that, for a period of six months, this newspaper will be gagged; and therefore no further report of Japanese reverses can be published in our columns.

INCOME: \$10 PER MINUTE.

ROCKEFELLER'S REVENUE FROM HIS STANDARD OIL COMPANY STOCK.

The following tabulated statement compiled from figures adduced by Deputy Attorney General Kellogg at the hearing in the Oil Trust suit in New York serves to show, approximately, the enormous wealth of John D. Rockefeller, in Standard Oil stock alone; and his income per year, month, day, hour and minute from this source. He has, of course, other sources of revenue which the average man would regard as more than adequate to meet the requirements of a millionaire:—

Standard Oil Golconda's capital, \$91 97,150,000

Shares owned by John D. Rockefeller 256,454

Standard Oil Company's capital, 1906 48,331,383

Shares owned by John D. Rockefeller 263,679

Value at today's price, \$142 a share 6,808,763

Value in May, 1901, \$82 a share (record price) 233,701,718

Shrinking in value since May, 1901 105,807,950

Dividends paid by company, 1900 to 1901 inclusive 308,359,494

John D. Rockefeller's share 80,173,145

Rockefeller's yearly average income from Standard Oil 0.01,650

Rockefeller's average income from Standard Oil per month 835,140

Rockefeller's average income from Standard Oil per day 27,638

Rockefeller's average income from Standard Oil per hour 1,160

Rockefeller's average income from Standard Oil per minute 19

Rockefeller's average income from the New China—N. G. D. Arrey

GOVERNMENT BY INJUNCTION.

TORMENT OF ALIEN BLOOD.

THE WORLD MENACE OF JAPAN.

Imperial Edict, of which there has been a plethora of late, are not infrequently windows through which one may discern something of the workings of that inscrutable mystery—the Oriental mind. If any one were able to comprehend for himself and to explain to others what these utterances really mean, and—so less important—what they do not mean, he might well claim to be qualified to write a history of contemporaneous China from the inside, instead of commenting in general terms upon apparent phenomena from the outside. The Chinese mind is deeply saturated with reverence for "Li" or Reason. All that is necessary to win popular approval for any action, or course of action, is to show that it "has Li," and there is an end of argument. On this account the typical Imperial Edict is a skilful blend of historic allusion, philosophical comment, caustic criticism, stern commands, and more or less impassioned exhortations. Often it becomes necessary to hint at the palmy days of Yao and Shun, to suggest that the wisdom of the Han and the Tang has provided for the present emergency, but that the current age (as Confucius testifies) is degenerate and must be brought up to the ancient standard before there can be hope of improvement. Thus the way is cleared for an incidental mention of the particular theme in hand, which, in these strenuous times, is generally that of finding means to adapt China to its new environment. That there is so much difficulty in accomplishing this desirable end is perceived to be due to some positive or negative defect on the part of officials or the people, or of both. This is the point at which Imperial Edict becomes luminous. Perhaps few such scathing indictments of the Chinese are anywhere to be found in contemporaneous literature as may be culled from the columns of the *Peking Gazette*, where there is generally no hesitation in calling a spade a spade. Whenever there is handed in a particularly mendacious memorial complaining of evil practices which it is alleged are at once ruining and disgracing the country, the awesome and inaccessible Shadow who "edit" the *Gazette* frequently appears to take delight in citing its exact terms, neither modifying nor qualifying them. By what process are these shy spirits to be lured from their vaulty depths? By the familiar legal process known as Injunction. Two objects are to be accomplished—in show what is the matter, and—to order somebody to do something—or not to do something—after which peace and tranquillity will resume their interrupted royal rule.

A sheaf of decrees issued at the end of September and the beginning of October will show how deftly and effectively these objects may be accomplished. The first one deals with the chronic troubles between Chinese and Bannermen to which it is now sought to put an end. The evils which have accrued from the familiar legal process known as Injunction. Two objects are to be accomplished—in show what is the matter, and—to order somebody to do something—or not to do something—after which peace and tranquillity will resume their interrupted royal rule.

A sheaf of decrees issued at the end of September and the beginning of October will show how deftly and effectively these objects may be accomplished. The first one deals with the chronic troubles between Chinese and Bannermen to which it is now sought to put an end. The evils which have accrued from the familiar legal process known as Injunction. Two objects are to be accomplished—in show what is the matter, and—to order somebody to do something—or not to do something—after which peace and tranquillity will resume their interrupted royal rule.

AMERICANS.—
LIMITED TO MALES.

If the Japanese and Chinese are to be admitted at all, it would seem that they must be admitted freely. The extraction of a large fine on admission prevents them from bringing their wives, thus limiting the emigration to the male sex, to which obviously there is grave objection.

AMERICANS.—
NOT CONSTITUTION PERFECT.

No political constitution perfect or will wear forever. Time, the great innovator, impairs you if you do not mend. Franklin saw defects in the work of the founders, though he kept his doubts to himself. The adoption of Montesquieu's erroneous theory of separation between the legislative and executive spheres has interfered with the production of trained statesmen. Worse still, the nation has been divided into two organized parties, formed upon principles now largely belonging to the past, yet still carrying on a perpetual war for power and place. But the Republic has been upheld by the character of its people. A short residence in a country town has been enough to reassure an observer who had been misgiving about the political stability of the Republic. The character of the people was American, but how much more dilution it will bear, especially with elements so alien politically and generally as used to republicanism as the Semitic, the Calabrian, the Chinese, and the Japanese, it would be difficult to say. The public schools, if may be said, will accomplish the assimilation in time. But this will take time, and the assimilation, after all, may be rather intellectual than political or moral.

* * * TORMENT OF ALIEN BLOOD.

When the fathers of the Republic opened an asylum for humanity, they were perhaps thinking more of the unfortunate and the persecuted than of his torrent of alien blood. The immigration question is, in fact, the most serious that is before the American people, touching, as it does, the very life of the nation. Manual labour of certain kinds and domestic service it seems necessary to import. A native American, it may be assumed, seldom handles pick or spade. At the time of the Molly Maguire riots a visit to the disturbed district at once satisfied the inquirer that the disturbance was foreign. Rarely or only under peculiar circumstances, apparently is the native American woman seen in domestic service. A large immigrant element therefore must be. But it ought to be, so to be regulated as to prevent it from affecting the national character.

RESTRAINT OF CIVILISATION.

On the native American population the restraints common to all highly civilized races are no doubt taking effect, limiting its increase, and, of course, its assimilating power.

As to the Japanese, little more than half a century has passed since Commodore Perry, accustoming them with republican frankness, required them to the family of nations. The military and commercial features of Western civilization they have fully made their own, some of the commercial feature rather too fully, as those who have had dealings with them and contrast their character with that of the Chinese know. But in tastes and habits, in moral, social, domestic, and political notions and ideals, the Japanese still seem to differ essentially from the people of the west. There is something even in the character of the values, of which they have been making so splendid a display, different from that of the ordinary soldier. It has an air of fanatical self-devotion that reminds one of the three legions of Timur, who, when ordered to prove to a stranger their devotion by committing suicide in different ways, at once obeyed. In the moulding of Japanese character, religion has not played the part which Christianity as a moral system has played in moulding the character of Christian nations. National feeling, since Japan has emerged from feudalism and become a nation, is evidently very strong, and will be likely to delay fusion. It will, besides, always have a basis and source of renewal in their mother country. A mixed community of whites and yellow could, therefore, hardly be a success.

PERIODICALS.

TODAY'S EXCHANGE.

SELLING.

London—Bank T.T. 2/0

Do demand 2/0

4 months' sight 3/1 5/16

France—Bank T.T. 5/16

America—Bank T.T. 5/12

India T.T. 15/4

Do demand 15/5

Shanghai T.T. 7/4

Japan—Bank T.T. 10/12

Java—Bank T.T. 12/4

months' sight L/C 2/1/8

6 months' sight L/C 2/1/8

to day's sight San Francisco & New York 5/13

1 month's sight do 5/13

to day's sight Sydney and Melbourne 5/13

4 months' sight France 6/7

6 months' sight Germany 12/18/9

4 months' sight Italy 12/18/9

Do Silver 47 15/16

Bank of England rate 5/2

Market rate 5/1 7

Bank of France 5/1 8

Sovereign 9/58

OPium QUOTATIONS.

To-day's quotations are as follows:—

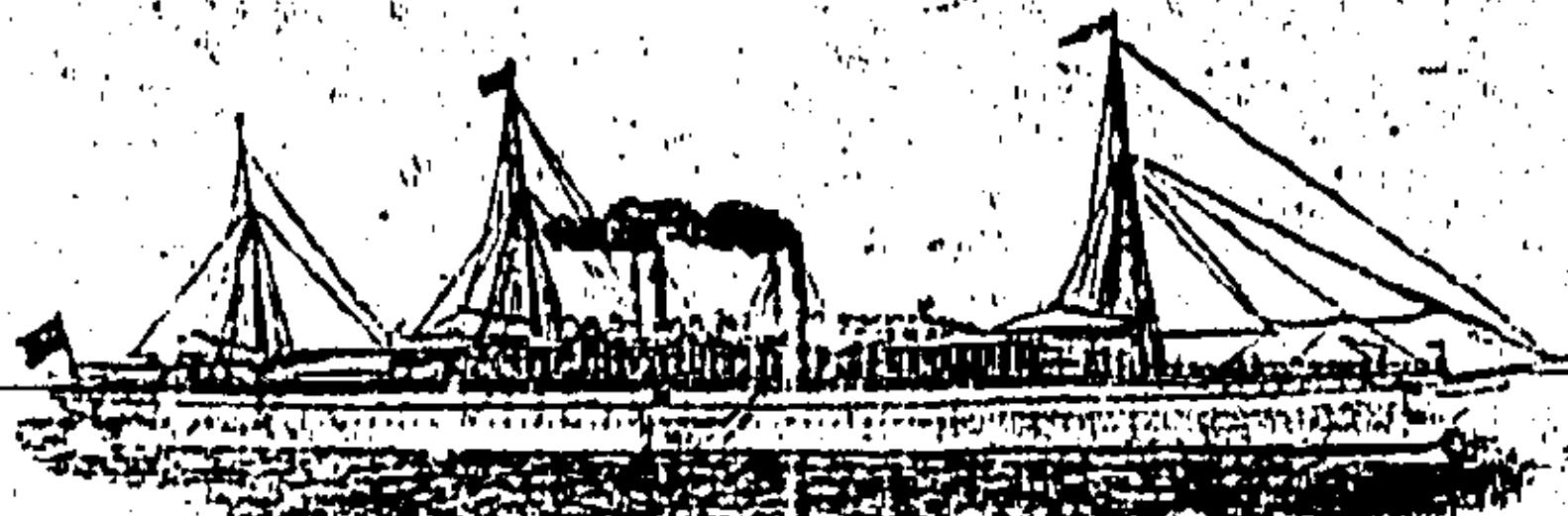
Malwa New @ 840/860

" Old @ 80/930

" Older @ 950/980

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line"—Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 16 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

	(Subject to Alteration).
K.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000 THURSDAY, Nov. 21st Dec. 9th
"EMPERESS OF CHINA"	6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPERESS OF INDIA"	6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPERESS"	steamers will depart from Hongkong at 4 P.M.
	Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, "B.C.", and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA and 20 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £40. 1/2 New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTRAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japanese Government.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. ORADDICK, General Traffic Agent for China, Hongkong, 26th October, 1907.

Corner Pedder Street and Praya.

11.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship On

SHANGHAI, YOKOHAMA, KOBE & MOI	NAMSANG*	FRIDAY, 8th Nov., Noon.
SANDAKAN VIA KUDAT	MAUSANG†	FRIDAY, 8th Nov., 4 P.M.
SHANGHAI	CHIOTSANG†	FRIDAY, 8th Nov., 4 P.M.
MANILA	LOONGSANG*	SATURDAY, 9th Nov., Noon.
SGAPORE, PENANG & CALCUTTA	PUOKSANG*	THURSDAY, 14th Nov., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single. Return.	£65 100
Penang		85 130
Calcutta		165 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chusan, Tientsin, Nanking and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporo, Tawio, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 7th November, 1907.

[6]

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS TO SAIL

SWATOW & SHANGHAI	KIUXIANG	8th Nov., daylight.
HAIPHONG DIRECT	KURICHOW	8th Nov., 4 P.M.
SWATOW & SHANGHAI	JIHLI	9th Nov., daylight.
CEBU & ILOILO	KANEU	9th Nov., Noon.
MANILA	KAIKONG*	9th Nov., 4 P.M.
WEIHAIWEI, CHEFOO & NEWCHWANG	TEAN	12th Nov., "
SWATOW & SHANGHAI	SZACHUEN	12th Nov., "
SWATOW & SHANGHAI	TEENTHIV	13th Nov., "
KOBE	SHANGHING	16th Nov., "
MANILA, ZAMBOANGA & COLONIES	YOCHOW	20th Nov., "
	TSI LAN	25th Nov., "
	CHANGSHA	4th Dec., "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 7th November, 1907.

[7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUHI	2,540	Almond	MANILA VIA AMOY	FRIDAY, 8th Nov., 1907.
ZAFIRO	2,540	Fraser	MANILA DIRECT	SATURDAY, 16th Nov., 1907.

For Freight or Passage, apply to

SHEWAN TOME'S & CO., GENERAL MANAGERS.

Hongkong, 5th November, 1907.

[8]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL

(With Liberty to Call at the Malabar Coast).

Steamship

"OCEAN MONARCH" On the 8th November, 1907.

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 1st November, 1907.

[9]

Shipping—Steamers.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HARBURG, HOHENSTAUFEN, SILESIA, SCANDIA

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

SCANDIA 2nd Dec.

Hongkong, 2nd November, 1907.

Homeward.

SILESIA 11th Dec.

SCANDIA 9th Jan., 1908.

MILLION OF PILLS.

CURIOSITIES OF THE MEDICAL EXHIBITION.

One wanders round the Medical Exhibition, which was opened yesterday (Oct. 7) at the Horticultural Hall, with somewhat mixed feelings. The sweetmeats, and mineral waters, and wines, and patent foods are all very attractive. But in grim and unneighbourly contrast stand the operating-tables, the anaesthetics, the sprays, and the bandages. Some of the exhibits seem to combine the sweet and the disagreeable. This particularly applies to the innumerable tablets and pills in all the colours of the rainbow.

One stallholder proudly confided to a "Leader" representative that on his stall stand there were shown no fewer than a million pills! With quaint humor he showed a coat of arms all made out of pills, with even the words, "Hoai Soi Qui Mai Penes" composed of nothing but pills.

EXPENSIVE NARCOTICS.

On this same stand there is a bottle containing 12 ounces of tablets used by people suffering from diabetes, as sugar substitutes. And these 12 ounces, it was said, contained sweetening properties equal to 30 lbs. of sugar.

Hard by there is a narcotic selling at 38s. an ounce; and musk pods selling at 40s. an ounce.

At this stand by the way, is a camphor tree, brought over especially for the exhibition from Formosa; while a number of different kinds of opium claim attention, among them a specimen grown as an experiment, in England, some five years ago. The experiment was not a success, for the English opium was deficient in morphine, and does not pay to cultivate.

There are many exhibits designed to increase human comfort. One is an arm-chair whose virtues are pitifully summed up in the phrase, "Any position by volition." That is to say, its back and seat can be placed into any position, according to the whim of the person seated in it.

THE NATURAL ROOT.

Then there is a "natural shaped boot," the chief quality of which is that it is straight on the inner side, thus allowing the big toe full exercise, and preventing malformations of the big toe joint. A third exhibit of great value is a carrier, which is placed under a sick person's bed, enabling it to be wheeled into an operating room without disturbing the patient.

Altogether, there are drugs and medicines enough at the exhibition to keep a fair-sized hospital going; and meat essences, jellies, and soups sufficient to feed the patients during the process. There are even special cigarettes for asthma cases, and special whisky for diabetes.

Black Signals

indicate that the centre is believed to be more than 300 miles away from the Colony.

Red Signals

indicate that the centre is believed to be less than 300 miles away from the Colony.

Black Signal

indicate that the above signals will be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS.

OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

<h

Shipping.**Arrivals.**

Syria, Br. s.s., 4,191, D. C. Gregory, R.M.R., 6th Nov.—London 28th Sept., and Singapore 1st Nov.—Gen.—P. & T. S. N. Co.
Silesia, Ger. s.s., 3,516, T. Bable, 6th Nov.—Hamburg 19th Sept., and Singapore 1st Nov.—Gen.—H. A. L.
Nichibei Maru, Jap. s.s., 882, R. Minazawa, 7th Nov.—Wakamatsu 1st Nov., Coal.—M. B. K.
Progress, Ger. s.s., 510, Struve, 7th Nov.—Amy, 10th Nov., Gen.—S. & Co.
Nord, Br. s.s., 1,160, F. Prynn, 7th Nov.—Langkat 2nd Oct., and Singapore 3rd Nov.—Kerangas Oil—Mr. Geo. McEachan.
Chihli, Br. s.s., 1,559, J. Warne, 7th Nov.—Hoihow 5th Nov., Gen.—B. & S.
Kansu, Br. s.s., 916, J. Speed, 7th Nov.—Canton 6th Nov., Gen.—B. & S.
Kueichow, Br. s.s., 1,215, G. Hooker, 7th Nov.—Canton 7th Nov., Gen.—B. & S.

Clearances at the Harbour.

Nichibei Maru, for Canton.
Kuklaung, for Shanghai.
Progress, for Canton.
Syria, for Yokohama.
Hue, for Kwong-chow-wan.
Silesia, for Shanghai.
Holmier, for Swatow.
Prins Waldmar, for Manila.

Departures.

Borneo, for Singapore.
Bandar Muru, for Moji.
Jacob Didericksen, for Hoihow.
Hue, for Haiphong.
Choydang, for Canton.
Yikking, for Canton.
Prins Waldmar, for Australian Ports.
Kuklaung, for Shanghai.

Passengers Arrived.

Per Silesia, from Singapore—2,223 Chinese.
Per Syria, from London for Hongkong—Mr. J. E. Pearce, Mr. and Mrs. King, Mr. L. Gay, Mrs. Mason, Messrs. H. Baker and R. N. Hatrick, For Yokohama—Mr. J. H. C. Gundban, Miss Matler, Rev. and Mrs. Myller, Misses E. D. Mather, Mr. Fildi, Mr. and Mrs. Roche From Singapore—Capt. W. Flanagan, From London for Kobe—Mr. D. R. Tannett, For Shangha—Mrs. and Miss R. Neale, Mrs. Kill, Misses E. and W. Thompson, Knight, Mr. and Mrs. Fallon, Messrs. P. Taylor, J. Tracey, J. Holland, J. Holland, G. S. Caldwell, and Mrs. Arnold. From Singapore—Mr. W. J. Kiu Passengers departed.

Per Prins Alice, for Shanghai—Mr. and Mrs. D. Wahl, Mrs. Craig, Lieut. and Mrs. Vogel, de Lorim, Major W. A. F. Williamson, Mrs. Voule, Misses H. A. T. Murray, F. Reiber, D. P. Cordray, R. H. Silman, A. T. MacGregor, W. Kien, Schumacher, Mende, Graham, J. Crawford, Schau, Inve, Mr. and Mrs. T. G. Ferreira, Misses Chung Yai, A. Gomes, M. M. Liddell, Mr. Alts, and Miss Rogers, Revs. Morris, Avedell, Rodriguez, Mr. L. Zweiger and family. For Nagasaki—Misses Y. Yamashita, W. Morii, H. Suyemura, S. Nasu, K. Hayashi, and H. Ito. For Kobe—Mr. and Mrs. Chan Shui Lum, Mrs. Sario, Messrs. Tang Chee, Yung Ching and Yenng Shing Chai. For Yokohama—Messrs. Roth and Chow.

Per Room, for Hainan, Kuei—Mr. and Mrs. R. Rott, Messrs. W. Barchard, C. W. Cobb, H. M. Evans, C. E. Farmer and family, W. H. Ferries, R. Horatio, K. Y. Holloway, Helbrough, Jr., (2) Mr. and Mrs. H. W. Jones, Messrs. Minett, E. Miller, Dr. B. E. Merchant, Mr. C. A. Mackenzie, Miss Maikwell, Raw, and Mrs. Marshall, Messrs. M. Medina, F. Nahmias, Waller, Miller, Misses A. M. Nellis, E. Porter (3), Mr. and Mrs. G. M. Phelps, Mr. A. C. Phillips, Capt. and Mrs. M. Roberts, Mr. and Mrs. W. H. Stevenson, and son, Mr. and Mrs. J. G. Schneider, Mr. and Mrs. Smith, Messrs. Rudolph Scherer, John J. Schneider, Carl A. Schneider, Mrs. E. J. Sawyer, Mr. and Mrs. C. F. Thwing, Miss Fred. Vogel, Mr. O. Weitnauer, Mr. and Mrs. Williams, Miss Whitton, Mr. and Mrs. Blundy, Mr. F. Beukman, Miss Julia Bondfield, Mr. H. C. Edmonds, Mr. Fisher and family, Mrs. Hymans, Messrs. Hing Ng, B. Hareys, Mrs. Harry E. Hunkins, Mrs. Jack and children, Miss K. Keen, Lorraine, Messrs. G. H. v. d. Mey, Alfred Mass, Miss Irene Mann, Messrs. R. Mayer, Muddie, O. Nagano, W. Rensburg, Mr. and Mrs. Richardson, Miss Dr. E. Smith, Mr. and Mrs. Steinburn, Messrs. Sheridan, M. Silva, and Mrs. Tuck.

Shipping Reports.

Str. Nichibei Maru, Wakamatsu—During the voyage we had strong monsoon.

VESSELS IN PORT.

STRANIERI.

America Maru, Jap. s.s., 3,460, Philip H. Goings, 30th Oct.—San Francisco 2nd Oct., and Shanghai 27th, Nails and Gen.—T. K. K. Amigo, Ger. s.s., 812, N. J. Baltzer, 1st Nov.—Hai-phong 2nd Oct., and Hoihow 30th, Gen.—J. & Co.

Anghin, Ger. s.s., 1,004, Chr. Klimpel, 1st Nov.—Swatow 31st Oct., Rice and Wood.—B. & S.

Borneo, Ger. s.s., 1,444, F. Sembill, 6th Nov.—Sandakan 15th Oct., Gen.—M. & Co.

Daijin Maru, Jap. s.s., 1,622, I. Sakurai, 6th Nov.—Tainan via Amoy and Swatow 5th Nov., Gen.—O. S. K.

Devawongse, Ger. s.s., 1,057, T. V. Brunn, 6th Nov.—Bankok and Swatow 5th Nov., Rice and Gen.—M. & Co.

Derwent, Br. s.s., 1,562, J. Jenkins, 29th Oct.—Saigon 24th Oct., Rice and Gen.—Man Fat & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 20th Oct.—Vancouver 1st Oct., and Shanghai 18th, Nails and Gen.—C. P. R. Co.

Haimun, Br. s.s., 636, A. J. Robson, 6th Nov.—Fochow 1st Nov., Amoy 4th, and Swatow 5th Gen.—D. L. & Co.

Ichia, Ital. s.s., 4,182, D. Francesco, 4th Nov.—Bombay 17th Oct., and Singapore 30th, Gen.—C. & Co.

Kaitong, Br. s.s., 987, E. Fidelson, 5th Nov.—Hemp, B. & S.

Kashima Maru, Jap. s.s., 1,764, M. Nissu, 2nd Nov.—Moji 27th Oct., Coal.—Fukuchi & Co.

Loonglung, Br. s.s., 1,002, S. J. Payne, 4th Nov.—Manila 1st Nov., Gen.—J. M. & Co.

Maccus, Br. s.s., 1,881, J. B. Muir, 4th Nov.—Moji 29th Oct., Coal.—D. & Co., Ltd.

Matsang, Br. s.s., 1,024, R. Houghton, 23rd Oct.—Sandakan 24th Oct., Timber and Gen.—J. M. & Co.

Mercedes, Br. s.s., 3,200, J. S. McGregor, 21st Sept.—Wellswai 6th Sept., Ballast.—Admiralty.

Nam Sang, Br. s.s., 2,591, F. Wheeler, 4th Nov.—Calcutta, Penang and Singapore 29th Oct.—Gen.—J. M. & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 5th Nov.—Manila and Nov., Gen. and Hemp—S. & Co.

Sexta, Ger. s.s., 997, J. Lester, 20th Oct.—Saigon 14th Oct., Rice—S. & Co.

Shantung, r.v.s., 1,835, Robinson, 1st Nov.—Cheferon, (Probolinggo) 20th Oct., sugar—B. & S.

Shinano Maru, Jap. s.s., 3,060, K. Kawara, 3rd Nov.—Shanghai 31st Oct., Flour, Cotton-Yarn and Gen.—N. Y. K.

Shinshu Maru, Jap. s.s., 4,052, K. Nagata, 2nd Nov.—Moji 27th Oct., Coal.—Fukusei & Co.

Siberia, Am. s.s., 1,655, A. Zeeder, 5th Nov.—San Francisco 9th Oct., and Shanghai 30th Nov., Nails and Gen.—P. M. S. Co.

Suisang, Br. s.s., 1,185, W. D. Welsh, 1st Nov.—Hongkong and Nov., Coal and Brunettes—J. M. & Co.

Telomachus, Br. s.s., 1,175, J. Williamson, 4th Nov.—Saigon 10th Oct., Rice and Gen.—Wo Fat Seng.

Teucer, Br. s.s., 805, J. Bonwise, 2nd Nov.—Nagasaki 28th Oct., Gen.—B. & S.

Tijpanas, Dut. s.s., 2,47, A. Pender, 2nd Nov.—Macassar 22nd Oct., Gen.—C. J. L.

Wongki, Br. s.s., 1,777, M. Engelhart, 5th Nov.—Bangkok 26th Oct., Rice, Wood, Salt and Leather—B. & S.

The Ships Passed Canal.

8th October—Slatin, (Ger.) Hobbsburg, 11th October—Calcas, Glenlogan, Gladys, Syria, Savona, Laeret, Tourane, 18th October—Benson, Polynesia, Cardigan, Kawachi Maru, Prince Heinrich, Peleus, Silesia (Ger.), Wakao Maru, 2nd October—Austria, Engle, Ceylon Maru, Glenor, Erroll, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Salina, Cyclops, Memnon, Karang, 26th October—Australia, 19th October—Nyassa, 20th October—Montgomeryshire, P. R. Lutbold, 21st October—Shantung, 22nd October—Ambras, 23rd October—Sandakan, 24th October—Austria, Engle, Ceylon Maru, 25th October—Tremachus Sal

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN OF DIVIDEND QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS,								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	{ \$1,000,000 \$11,750,000 \$250,000}	\$1,797,107	£1.15/- for 4-year ending 30.6.07 @ ex- 3/2/3/16 = \$16.04	51 %	\$60 \$55 new issue London £75
Do. (new)	40,000							
National Bank of China, Limited	19,025	£7	£5	{ £72,735 \$300,000}	£71,303	£2 (London 3/6) for 1903	55	
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	£50	£50	none		£20 for 1906	8 %	£250
North China Insurance Company, Limited	11,000	£15	£5	Tls. 100,000 Tls. 48,942	Tls. 204,44	Final of 7/6 per share making id. all £5/- for 1906 = Tls. 2,65	6 %	Tls. 73½ buyers
Union Insurance Society of Canton, Limited	2,400	£50	£100	{ \$3,000,000 \$70,000 \$45,407 \$15,137-15 \$8,7628	£460,40	Final of \$12 making \$42 for 1905 and interim of 1/30 to 1906	54 %	\$780
Yangtze Insurance Association, Limited	8,000	£100	£40	{ \$159,143 \$1,988	£394,520	£1 for year ending 31.12.15	74 %	\$105
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£10	{ \$1,000,000 \$320,449 \$7,016	£362,080	£1 and bonus £2 for 1905	94 %	£87 buyers
Hongkong Fire Insurance Company, Limited	8,000	£50	£50	\$1,256,483	£435,936	£20 for 1905	13 %	£370
SHIPPING.								
China and Manila Steamship Company, Limited....	30,000	£25	£25	{ \$264,638 \$96,988	£365	£1 for 1906	61 %	£15 buyers
Douglas Steamship Company, Limited	20,000	£50	£50	{ \$250,000 \$550,000	Nil	£4 for year ending 30.6.07	101 %	£378
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	£15	£15	{ \$27,101	£1 for 1st half-year ending 30.6.07	61 %	£32 1/2 and b.	
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	6,000	£5	£5	{ £60,000 £70,000	£3,694	£1 for 1906 @ ex 2/24 = 57 1/4 per share	33 %	£41 sellers £29 sellers
Shanghai Tug and Lighter Company, Limited..... Do. (Preference)	200,000	Tls. 50	Tls. 50	{ £54,372 £400,000 £1,8713	Tls. 13,327	Interim of Tls. 1/2 for account 1907	12 %	Tls. 45 sellers
"Shell" Transport and Trading Company, Limited....	100,000	£1	£1	{ £5,000 \$32,957	122,370	Interim of 1/2 (Coupon No. 8 for a/c 1907	11 %	Tls. 50 sellers
"Star" Ferry Company, Limited	10,000	£10	£10	{ £15,98,000 £15,491,479	1137	£1 for year ending 30.4.1907	41 %	£41 sellers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ Tls. 62,000 Tls. 81,200 Tls. 30,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	121 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	£100	£100	none	19,218	£8 for year ending 31.12.06	78 %	£104
Luzon Sugar Refining Company, Limited	1,000	£100	£100	none	19,218	£8 for year ending 31.12.07	78 %	£104
Perak Sugar Cultivation Company, Limited	7,000	£15	£10	{ £100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	41 %	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,001	£12,546	—	23 %	Tls. 144
Rand Australian Gold Mining Company, Limited	150,000	£1	£10	{ £1,4873	£11,338	No. 12 of 1/2 = 48 cents	59	59 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£15	£25	£4,124	£10,335	£1.75 for year ending 31.12.06	11 %	£16
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	{ £10,000 £23,152 £30,000	3,047	Interim of 1/2 for six months ending June 30th 1907	6 %	£67
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ £100,000 £50,000	1491,180	£4 for 1st half-year ending June 30th; 1907	8 %	£100 buyers
Shanghai Dock and Engineering Co., Ltd.	15,700	£100	£100	{ £1,000,000 Tls. 487,910	£1,10,159	Tls. 3 for year ending 30th April 1907	4 %	Tls. 74
Shanghai and Hongkew Wharf Company, Limited....	6,000	Tls. 100	Tls. 100	{ Tls. 101,000 Tls. 19,100 Tls. 75,000	115,23,117	Interim of Tls. 8 for account 1907	83 %	Tls. 202 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 £25,000 £15,173	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 102½
Astor House Hotel Company, Limited (Shanghai)	50,000	£25	£25	{ £30,000 £31,000	£10,908	£2 for year ending 30.6.07	10 %	£22 sellers
Central Stores, Limited	50,000	£15	£15	{ £164,973 £36,073	£19,178	£1.80 for 1906	13 %	£14
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £120,925	120,925	4 for 1st half-year ending 30.6.07	10 %	£100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	{ £25,000 £208,386	£26,218	Interim of 1/2 for half year ending 30.6.07	71 %	£100 buyers
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	{ £21,167	£21,167	.80 cents for 1906	71 %	£36
Kowloon Land and Building Company, Limited	1,000	£50	£50	{ £1,089	£1,089	£2 for 1906	7 %	£36
Shanghai Land Investment Company, Limited	28,000	Tls. 10	Tls. 50	{ £16,493	£1,61,978	Interim of Tls. 3 for account 1907	71 %	Tls. 101 buyers
West Point Building Company, Limited	1,500	£50	£50	{ £1,70,000 none	£1,519	Interim of £2 for half year ending June 30th	81 %	£48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ £150,000 £45,939	£16,486	Tls. 10 for year ended 31.10.1906	18 %	Tls. 35 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	£100	£100	{ £60,000	£14,119	50 cents for year ending 31.7.07	5 %	£10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	£150,000	£18,311	Tls. 6 for year ended 30.9.06 (8 %)	114 %	Tls. 52
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	£18,460	Tls. 8 for 1906	84 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	£15,257	£15,563	Tls. 50 for 1906	12 %	280 sellers
MISCELLANEOUS.								
Bell's Asbestos Asiatic Agency, Limited	8,604	£120	£120	£1,299	£1,638	£1/3 per share for 1906	9 %	£20 sellers
Campbell, Moore & Co., Limited	1,220	£10	£10	£19,000	£1,633	£3 for 1905	10 %	£10 sellers
China-Home Company, Limited	1,000	£12	£12	none	Nil	£1 for 1904	£10 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	£15,000	£1,502	Final of Tls. 5 making Tls. 10 for 1905	Tls. 50 buyers
China Light and Power Company, Limited	10,000	£10	£10	none	£25,000	6 cents for year ended 15.2.05	16 buyers
Do. Do. special shares	50,000	£1	£1	£15,000	£18,55	80 cents for 1906	81 %	19
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	£20,000	£2,074	£1/3 per share for 1906	8 %	£161
Dairy Farm Company, Limited	25,000	£71	£6	£15,000	£10,804	Interim of 50 cents per share for a/c 1907	84 %	£114
Green Island Cement Company, Limited	400,000	£10	£10	£11,000	£15,002	£2 for year ending 28.2.07	114 %	£101 buyers
Hall & Holt, Limited	21,000	£20	£20	£186,000	£2,053	21 per cent for year end 28.2.07	61 %	£15
Hongkong Electric Company, Limited	60,000	£10	£10	none	£2,053	£240 for 1905	94 %	£245 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	£15,000	£4,312	Third interim of Tls. 71 making Tls. 221	8 %	Tls. 315 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	£20	£20	£15,000	£4,312	for a/c 1907	91 %	£12 buyers
Macchappij tot Mijn. Bosch-en Landbouwexp. in Langkat, Limited	25,000	Gs. 100	Gs. 100	£15,000	£4,655	£2 per month from 1st Oct. to 30th Apr. 1907	81 %	£5 buyers
Peak Tramways Company, Limited	25,000	£10	£10	£15,000	£4,655	None	Tls. 107 sales
Philippine Company, Limited	50,500	£10	£10	£15,000	£4,655	Interim of £1 for account 1907	74 %	Tls. 30½ sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	£10,000	£7,990	Tls. 4 for 1905	74 %	Tls. 60 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	£15,323	£9,751	Final of Tls. 5 and Tls. 10 for 1906	
Shanghai Pulp and Paper Company, Limited	4,500</							